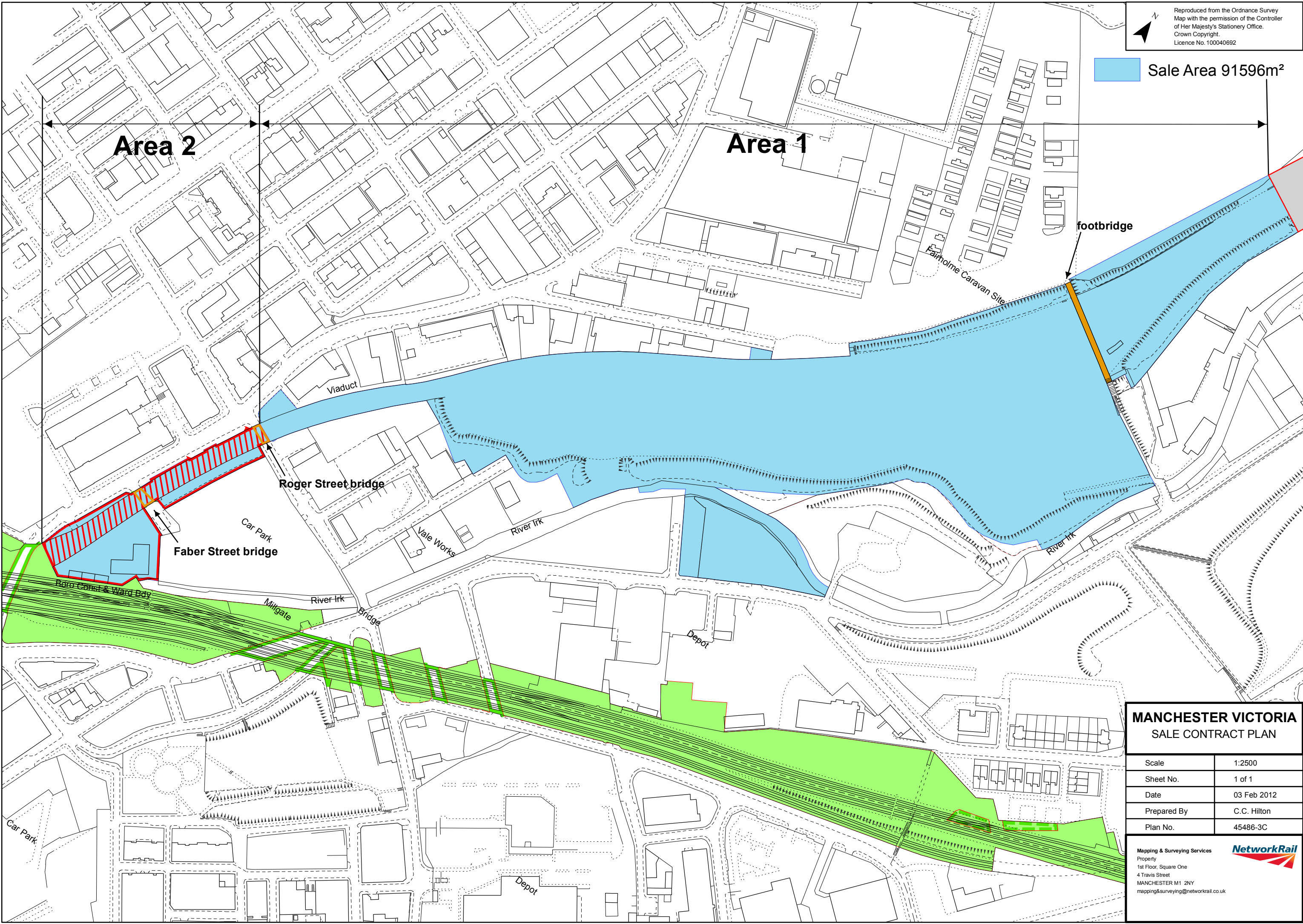


 Sale Area 91596m<sup>2</sup>



**MANCHESTER VICTORIA  
SALE CONTRACT PLAN**

Scale	1:2500
Sheet No.	1 of 1
Date	03 Feb 2012
Prepared By	C.C. Hilton
Plan No.	45486-3C

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## System Operator: Use of Sites in Collyhurst as a Depot

Subject	<i>Potential to Use of Sites in Collyhurst as a Passenger Rolling Stock depot and stabling location for Central Manchester</i>	Name of Author	<i>Simon Taylor, Senior Strategic Planner, System Operator.</i>	Date	<i>05/01/2018</i>
Purpose	<p>The purpose of this document is to stimulate a discussion about the suitability of sites in the Collyhurst area to be developed for the use as a depot of the NW franchised fleet serving Manchester Piccadilly and Victoria. If there is considered to be a case for progressing or declining this initiative, the outcome could potentially help remove an objection to the release of land at Red Bank for residential development by Manchester City Council's development partner and for a more suitable location to be developed for depot use.</p> <p>This document aims to outline the key areas previously referred to as "Collyhurst" in order to narrow down specific locations as well as understanding the potential of the area in general and its suitability as a depot or stabling location.</p>				
Background	<p>In 2014 NR undertook a GRIP feasibility study to consider location options for a depot and stabling location to serve central Manchester based on anticipated CP4 likely increased levels of rolling stock. Subsequently, the Northern Hub and North West Electrification programmes – now collectively termed the Great North Rail Project, also considered a need for an increased fleet in the north west which would include recognition of the increase in electric traction stock and the more modern fleet.</p> <p>Options developed in terms of a suitable location identified Collyhurst Sidings (also known as <b>Oldham Road Goods Branch</b>) as a potential site for development into a stabling facility due to its good location and connections. The sidings at the time of the study (and currently) are not in regular use and have partly overgrown. The costs would be significant due to a complete remodelling of the site and some major junction remodelling required at the Miles Platting Jn. As part of the same study in 2014 <b>former Red Bank Sidings</b> was not assessed as it had been filtered out.</p> <p>A recent communication from the Department for Transport has indicated there is an aspiration to sell the former Red Bank Sidings for development but have received objections due to the site having previously been identified as a potential location for a depot or stabling facility. This paper aims to summarise the previous works on the suitability of the site to sift it in or out of any future planning. This could aid a decision to remove any objections to release the former Red Bank Sidings.</p>				



# System Operator: Use of Sites in Collyhurst as a Depot





## System Operator: Use of **Sites in Collyhurst** as a Depot

For  
Consideration:  
Depot and  
Stabling  
Strategy GRIP2  
report 2014



Adobe Acrobat  
Document

### Former Red Bank Sidings

The Former Red Bank Sidings were effectively discounted as a potential new LMD site during an initial sift of potential sites during GRIP stage 2. Reasons for discounting this site as a viable option for a new LMD in the Central Manchester area for the following reasons;

- Extensive works will be required to make the site suitable, including works to the derelict viaduct which would carry the reinstated main line connection. GRIP stage 2 development work identifies anticipated high associated costs and no existing access to the main line.
- A new rail access is considered to be only possible into Victoria platforms 5 and 6, unless extensive remodelling works were also carried out at Victoria on the MVL1 lines. Train movements to/from Piccadilly would therefore need to make a complex move to access/egress the depot. It is noted that the NR depot development progress document provided at the start of GRIP stage 2 states 'no further action required' for this site.
- There are other alternative sites in central Manchester which have been investigated and which currently have main line connections. These sites are deemed to be a better match to the overall requirements (e.g. land at Newton Heath).

### Oldham Road Goods Branch (Collyhurst Sidings)

This study commissioned by the governance groups of the then North of England Programme to address the anticipated shortfall in stabling accommodation as a consequence of the increased fleet which would result from the enhancements being delivered. It identified some significant drawbacks with the site as a potential location, including;

- The site is not long enough to allow the ideal layout of an 8 car Arrival Line, leading to an 8 car Reception with direct access into servicing sidings via a train wash. The layout is constrained by the fact that the arriving units have to be split into 4 car sets on the Reception Road, to enable access into a servicing siding via a shunt neck which is only long enough for 4 cars. Further, the position of the train wash is not ideal, as the preference is to achieve a depot flow such that entry to the wash is made/forced as part of the routine flow cycle. Trains could easily bypass the carriage washing activity altogether, if time constraints dictate.
- Reliance on NWEF Phase 5 programme is likely to impact on the possible staging options available for EMUs at the site for the 2016 scenario.
- Requirement to upgrade the road access into the site, suitable for access by HGV deliveries and emergency vehicles, this is likely to require significant works. Due to spatial constraints resulting from recent land disposal, full road access to the main parts of the servicing sidings/depot would be severely restricted, even with the access road works indicated on the concept layout drawing.
- Train movements into and out of the site would not be ideal, given the proposed works at Miles Platting Jn will impact on access to Rochdale and moves from Victoria would require a turn back move on the running lines.

## System Operator: Use of Sites in Collyhurst as a Depot

For Consideration:  
PB020: Paper to  
Project Board –  
July 2014



Adobe Acrobat  
Document

This paper to update the Project Board for the then north of England Programme Board, used the GRIP 2 output (previous) to notify at high level the fleet and functionality which could be achieved by location. The Collyhurst area in general, the Former Red Bank Sidings or Oldham Road Goods Branch sidings were not identified within this report as a potential site. It is assumed that they had been discontinued as options based on the drawbacks to the sites.

### Observation:

#### Oldham Road Goods Branch (Collyhurst Sidings)

The GRIP 2 report considered that the location of Oldham Road Goods Branch would be a credible location operationally for a depot serving central Manchester. It was noted that this site was at the time considered the least preferable of all the viable central Manchester sites identified.

It is also worthy of noting that previous reports have identified that approximately 50% of the main part of the former sidings land to the West of Collyhurst St has in recent years been sold off for development. Additionally a general assessment on the amount of works required in order to make Oldham Road Goods Branch a workable location is high in comparison to other locations considered which are currently in operational use in some form. NWEF Phase 5 was originally planned to electrify between Manchester Victoria and Miles Platting Jn onwards towards Ashburys. However the SCOPE of Phase 5 has since reduced and therefore this may impact on a potential staging strategy if Oldham Road Goods Branch was to be developed.

#### Former Red Bank Sidings

Use of the land for depot and stabling would be contrary to the Collyhurst Neighbourhood Plan and would be resisted by Manchester City Council. Former Red Bank Sidings only opens up into Manchester Victoria platforms 5 & 6. Previous historical use allowed the site to extend in to other platforms which have since been removed and now houses the Manchester arena on the site. Additionally the transit from Red Bank to Manchester Piccadilly would transit over the Ordsall Chord resulting in the approach to Piccadilly being from the north. This in turn results in the restriction of only utilising platforms 13 & 14 at Piccadilly. The best approach to Piccadilly is from the south where all platform may then be utilised.

## System Operator: Use of Sites in Collyhurst as a Depot

### Observation cont:

#### Brewery Sidings

Potential acquisition opportunity as could potentially have the space to facilitate a depot or stabling facility. However given the location in relation to the wider Manchester area the location is not suitable to serve both Manchester Piccadilly and Manchester Victoria.

#### Collyhurst area in general

The Collyhurst area in general (Red Bank Former Sidings and Oldham Road Goods Branch) does not lend itself to a suitable location to serve Manchester stations. The Collyhurst area would be suitable to serve Manchester Victoria solely but would be restricted to Manchester Piccadilly. The approach to Piccadilly would be from the north moving across the Ordsall Chord and through the Castlefield Corridor. Current planning for the May 18 timetable has the Castlefield Corridor moving at 15tph along the corridor in both peak and off peak periods working at maximum capacity throughout.

### Recommendation 1:

Noting the content of the previous studies which considered Red Bank Former Sidings as unsuitable of serving Manchester given the location and unsuitable connection into Manchester Victoria, System Operator still supports the release of Red Bank Former Sidings for residential development.

### Recommendation 2:

Oldham Road Goods Branch remains a credible location but not a preferred. Therefore System Operator supports the decision not to develop this site into a depot or stabling capacity, more viable locations identified from the previous reports completed are advanced in order to meet the rolling stock capacity requirements required in the Manchester area. System Operator recommends that this site remains in NR possession for potential future requirements.